

Woodlawn Station Area Overview

South Corridor

October 2005

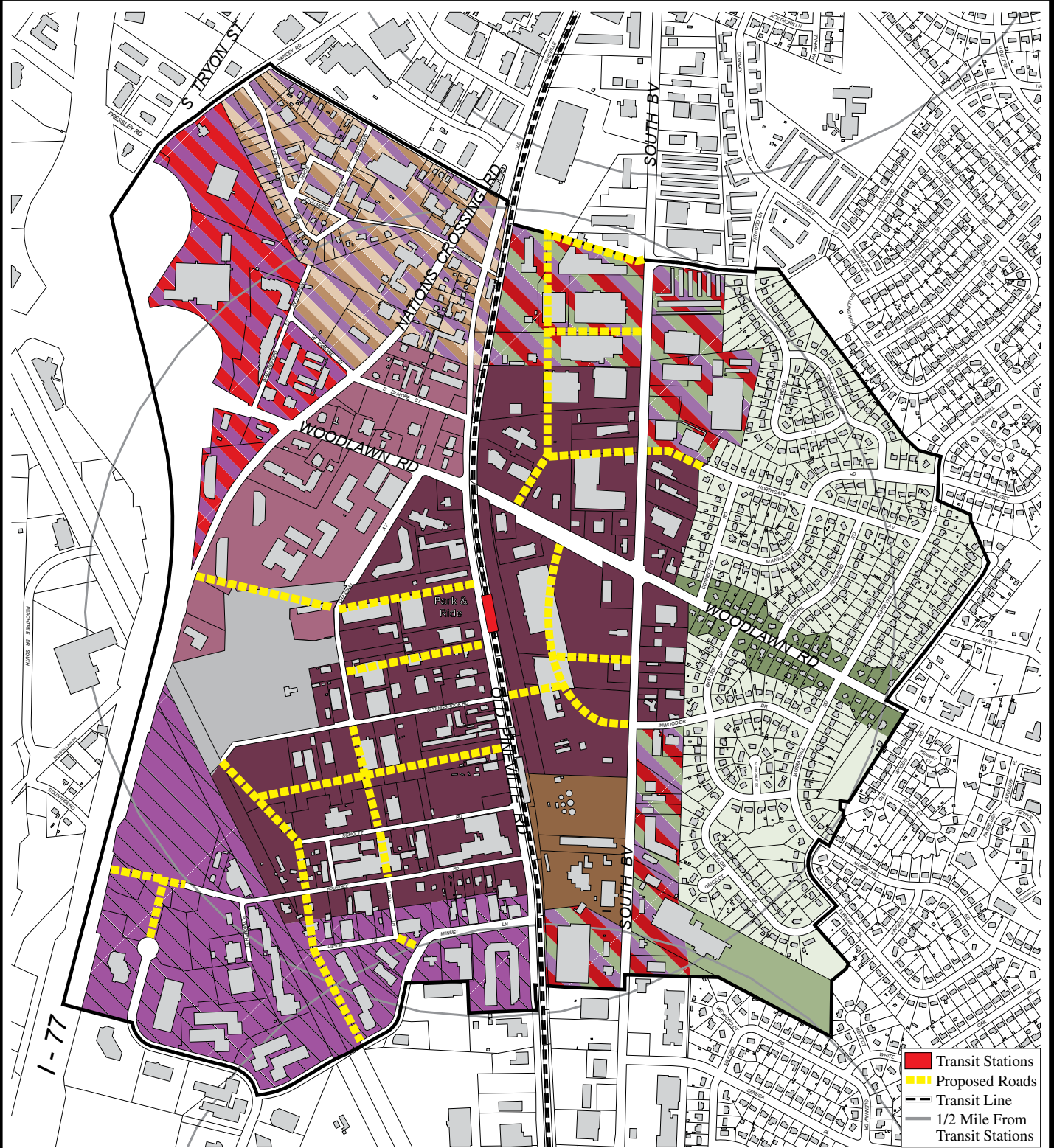


Woodlawn Station Highlights

- Charlotte's first light rail line, the South Corridor, is scheduled to open in Spring 2007.
- The 9.6 mile corridor will run from Uptown Charlotte south to I-485, Charlotte's Outer Belt.
- The Woodlawn station is the tenth station in the alignment and first outside of Center City with direct access to Interstate 77, as well as convenient access to I-85 via Billy Graham Parkway.
- The high levels of access, as well as the higher traffic volumes on Woodlawn Road and South Boulevard, greatly enhances opportunities for more intense office and retail development around the station.
- The dominant land uses in this station area are commercial and industrial. Madison Park and Scaleybark South neighborhoods provide a strong residential edge to the east of the station area.
- The station area extends from I-77 to the west and Murrayhill Road to the east, Briabend Drive to the north and the Oil Refinery to the south.
- Unlike stations to the north, the Woodlawn area is a significant regional retail destination.
- There is a strong existing office development: Woodlawn Green office park with over 250,000 square feet. A recent market study indicated a strong potential for office development due to the I-77 access.



Woodlawn Station Proposed Land Use - Draft



Proposed Land Use

- | | | |
|---------------------------|---------------------------------|------------|
| Residential <= 4 DUA | Office/Retail | Office |
| Residential <= 8 DUA | Office/Warehouse/Lt Industrial | Industrial |
| Residential <= 12 DUA | Transit Supportive - Employment | Utility |
| Residential/Office/Retail | Transit Supportive - Mixed | |



Proposed Land Use

The overall vision for the area is to transform the area around the station into a office focused transit village. This area should complement the surrounding residential areas, including Darwin or Madison Park. Development that occurs in the station area should be urban in form with building entrances from the sidewalks to allow easy pedestrian access. Multi-story office and residential, with ground floor retail, is a priority in the blocks nearest the station, and less dense residential should be located near existing residential neighborhoods. The map to the left identifies land uses that would support T.O.D.

The Woodlawn Marketplace, at the corner of Woodlawn Road and South Boulevard, provides a mid-term opportunity for redevelopment. Other suburban strip commercial developments are appropriate for redevelopment to transit-friendly developments.

Existing office in the western portion of the station area provides an office core for the Woodlawn Station.

Opportunities

- This is the first station outside of South End to have a major thoroughfare as a east/west connection through the station area and direct connection to I-77.
- There is strong existing residential in the eastern portion of the station area.
- Strong interstate access to the station area creates opportunities for more intense regional office development in the station area.
- To the west of the LRT line, the station area has significant office development potential in the near term.
- The Woodlawn Road and South Boulevard intersection improvement/redesign will make the area safer, more attractive, and offer better access for pedestrians, cars and bikes.
- There are large single parcels of land available for redevelopment for single or multi-tenant office development.



▲ The Woodlawn Marketplace, located at South Boulevard and Woodlawn Road, sits directly adjacent to the LRT station.



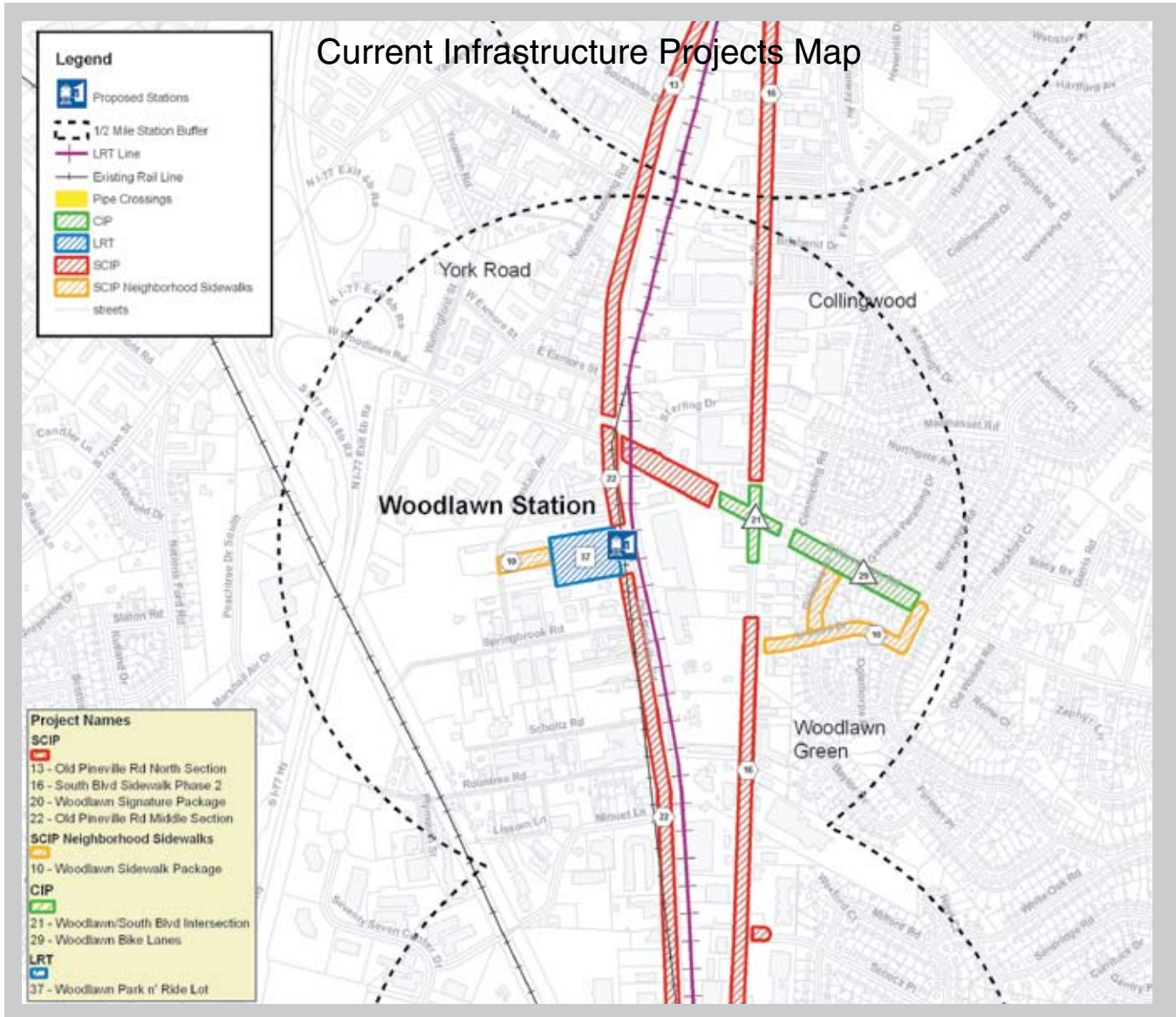
▲ The Woodlawn Green office park offers significant square footage of office space with close proximity to I-77.



▲ A small retail center located next to the Woodlawn LRT bridge (under construction in the background) and in front of a Morgan hotel.

Implementation

In order to promote the transit oriented development in the station areas, the City of Charlotte is taking a proactive approach. First, a \$50 million bond for infrastructure improvements in the South Corridor result in improvements beyond the scope of transit construction. The map below illustrates the improvements that are underway in the Woodlawn Station Area. Second, the Charlotte-Mecklenburg Planning Commission is taking a proactive approach to zoning for transit supportive development and will be sponsoring rezonings that will allow transit oriented development. Finally, The City's Economic Development Office is coordinating to assist with development issues such as infrastructure, affordable housing, parking, and facade improvements.



For Further Information on:

Station area planning, zoning, or land use policies

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Development opportunities within the transit corridor

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CATS owned property and right of way encroachments

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